

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-009026**Date Inspected:** 18-Sep-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 645**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1845**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Li Jha and Xu Yumin**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** OBG Trail Assembly**Summary of Items Observed:**

On this day CALTRANS OSM Quality Assurance Inspector (QA) S. Manjunath. Math was present during the times noted above for observations relative to the work being performed.

Orthotropic Box Girder (OBG) Trial Assembly Areas

Lift 1 West (Segment 1AW to 1BW) and Lift 1 East (Segment 1AE to 1BE)

This QA inspector performed dimensional check on PP 9.0, PP 9.5 and PP 10.0 for I- Rib Stiffeners on side panels – Counter Weight and Bike Path side and the measurements recorded to verify the below requirements. This inspection carried out on advice of OBG SMR.

Cutout to top of the stiffener

Cutout to bottom of the stiffener

Signed Off Green Tag's

This Quality Assurance (QA) Inspector witnessed final tension verification for following depicted locations. Inspected 10% on a random basis and found the tension to be in general compliance and thus signed off the Green Tags.

At Segment 2AE and 2BE between PP 14.5 to 15 Longitudinal Diaphragm Spice (South) and Bolt Size used was

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M24 x 75 RC Set# DHGM240020 and final torque required was 600 N-m and Green Tag No. 334.

At Segment 2AE and 2BE between PP 14.5 to 15 Longitudinal Diaphragm Spice (South) and Bolt Size used was M24 x 100 RC Set# DHGM240022 and final torque required was 527 N-m and Green Tag No. 335.

At Segment 4BW between PP 26, PP 27 and PP 28, CB3 Diaphragm to Side Panel and Bolt Size used was M24 x 65 RC Set# DHGM240009 and final torque required was 567 N-m and Green Tag No. 345.

At Segment 3AW between PP 20, PP 21 and PP 22, CB3 Diaphragm to Side Panel and Bolt Size used was M24 x 65 RC Set# DHGM240009 and final torque required was 567 N-m and Green Tag No. 346.

Segment 1AE

This QA Inspector observed ZPMC welding personnel performing Shielded Metal Arc Welding (SMAW) for Deck Panel Diaphragm to Floor Beam Flange as rejectable indication were discovered during UT Test, for Segment 1AE at PP 8.5. The welding was being performed against the B-WR7565 Rev.0. The weld joint is identified as OBE1-001. The welder is identified as 066413 and 058242. In process SMAW appears to be progressing in compliance with Caltrans Engineer Approved welding procedure i.e., WPS-345-SMAW-4G (4F)-Repair.

Segment 1AAW

This Quality Assurance (QA) Inspector observed at 1BW for PP 9.0, PP 9.5 and PP 10 weld grinding was being performed as MT indications were evident during Inspection performed by ABF.

Segment 5CE

This Quality Assurance (QA) Inspector observed at 5CE Upper Chevron A 325 Grade bolt installation was being performed.

Segment 5CW

This Quality Assurance (QA) Inspector observed at 5CW Lower Chevron A 325 Grade bolt installation was being performed at Cross Beam Side and Noticed Floor Beam to Bottom Panel connecting clips A 325 Grade bolt installation being performed.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Summary of Conversations:

No relevant conversations.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact , who represents the Office of Structural Materials for your project.

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Inspected By:	Math,Manjunath	Quality Assurance Inspector
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Reviewed By:	Carreon,Albert	QA Reviewer
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